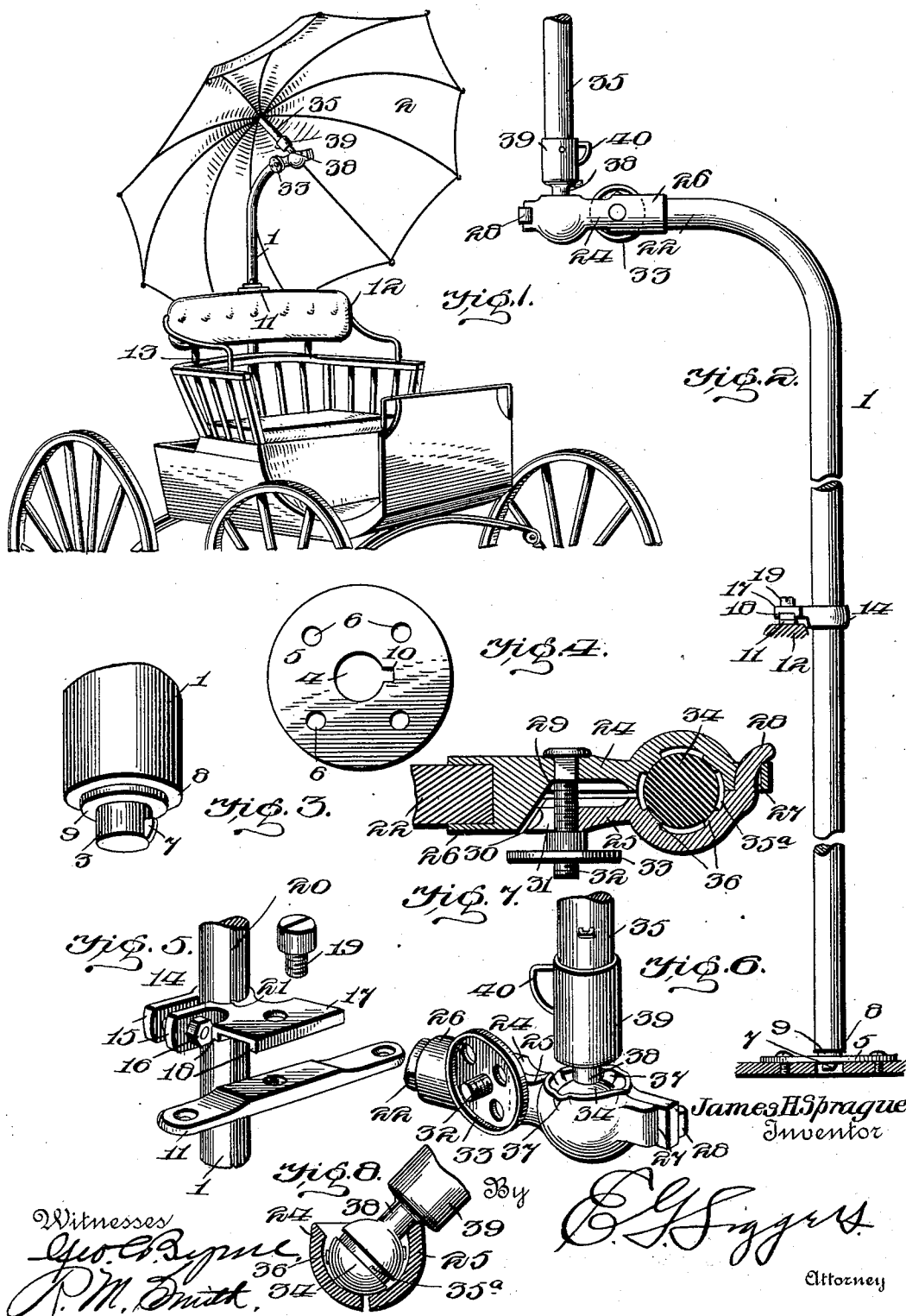


No. 683,513.

Patented Oct. 1, 1901.

J. H. SPRAGUE.
UMBRELLA SUPPORT.
(Application filed Dec. 15, 1900.)

(No Model.)



UNITED STATES PATENT OFFICE.

JAMES H. SPRAGUE, OF NORWALK, OHIO.

UMBRELLA-SUPPORT.

SPECIFICATION forming part of Letters Patent No. 683,513, dated October 1, 1901.

Application filed December 15, 1900. Serial No. 40,011. (No model.)

To all whom it may concern:

Be it known that I, JAMES H. SPRAGUE, a citizen of the United States, residing at Norwalk, in the county of Huron and State of Ohio, have invented a new and useful Canopy-Support for Vehicles, of which the following is a specification.

This invention relates to vehicle attachments for supporting canopies, the object being to provide a simple, convenient, and ornamental canopy-support specially adapted for use on wagons, buggies, automobiles, and other vehicles and adapted to be quickly and readily fitted and applied to such vehicle and to be quickly detached therefrom, so that when not connected with the vehicle the latter will be free from unsightly irons and other fittings which are usually incident to the use of devices of the character referred to.

In applying the improved device to a buggy or other vehicle it is only necessary to use a single screw or fastening device, and in detaching the canopy and its support it is only necessary to remove said screw. By the construction hereinafter described a firm connection is obtained between the standard and the body of the vehicle, and the canopy itself may be adjusted to any desired angle of inclination for the purpose of warding off the rays of the sun or adjusted to a straight or horizontal position, so as to protect the occupants of the vehicle from rain or snow.

The detailed objects and advantages of the invention will be fully pointed out in the course of the ensuing description.

The invention consists in certain novel features and details of construction and arrangement of parts, as hereinafter fully described, illustrated in the drawings, and incorporated in the claims.

In the accompanying drawings, Figure 1 is a perspective view showing the improved device applied to a buggy, the canopy being tilted rearwardly. Fig. 2 is an enlarged side elevation, partly in section, showing the canopy-support and the means for connecting the supporting-standard to the vehicle. Fig. 3 is a detail perspective view of the lower end of the standard. Fig. 4 is a detail plan view of the base-plate. Fig. 5 is a detail perspective view of the clip which holds the standard at an intermediate point, said view show-

ing also a section of the standard and the attaching-plate disconnected therefrom. Fig. 6 is a detail perspective view of the ball-and-socket joint for the canopy-staff. Fig. 7 is a horizontal section through the same. Fig. 8 is a detail vertical cross-section through the ball-and-socket members.

Similar numerals of reference designate corresponding parts in the several figures of the drawings.

The improved canopy-support contemplated in this invention comprises, essentially, a standard 1 of sufficient height to reach to the floor of the vehicle and support the canopy 2 at an elevation which will clear the heads of the occupants of the vehicle and which will also enable the canopy to be tilted to either side or toward the front and back without interference.

In carrying out the present invention the lower extremity of the standard is provided with a reduced shank 3 of a size adapting it to pass through the opening 4 of the base-plate 5, provided with suitable openings 6 to receive screws or other fastening devices, wherewith said plate is secured to the floor of the vehicle, as shown in Fig. 2. The shank 3 is provided with a laterally-projecting nib or key 7 at a slight distance below the shoulder 8, formed by reducing the standard to form the shank 3, and a buffer in the form of a spring-washer 9 encircles the shank 3 and bears against the shoulder 8. Said washer is preferably formed of some such material as rubber or leather. The opening 4 in the plate 5 has a radial offset 10, adapting the nib or projection 7 to pass through the plate. After the nib 7 has passed through the opening of the plate by turning the standard on its longitudinal axis said nib or projection 7 is carried beneath the plate 5, and the standard is thus securely anchored to the floor of the vehicle. The standard may be detached by simply reversing the operation just described. The washer 9, which is interposed between the shoulder 8 of the standard and the plate 5, serves to hold the projection 7 tightly against the bottom of the plate 5 and prevents any rattling of the parts. By reason of the fact that the rubber washer is interposed between the shoulder 8 and the nib or key 7 it is retained in place at all times, said nib or

key thus performing the double function of holding the rubber washer on and at the same time locking the standard in place.

11 designates an attaching-plate, which for convenience is shown as permanently secured to the "lazy-back" 12 of a buggy. It will, however, be observed that said attaching-plate may be secured to the rear portion of the seat-rail 13 or to the seat itself, or, in fact, to any convenient part of the vehicle-body, so long as it is connected with the vehicle-body at a point above the floor, where it will serve as an efficient brace for the standard. A clip 14 in the form of a ring embraces the standard and is split at one side and provided with parallel ears 15, adapted to receive a clamping-bolt 16, by means of which the clip may be securely fastened upon the standard. The clip is further provided with a lateral extension 17, provided on its under side with parallel flanges 18, spaced apart sufficiently to receive the attaching-plate 11 between the same, the clip being secured to the attaching-plate 11 by means of the screw 19 or other suitable fastening device passing through openings in the clip and plate, as clearly shown in the drawings. In adjusting the standard to the vehicle the attaching-plate is first secured to the vehicle, after which the clip 14 is loosened by unscrewing the bolt 16 and moved longitudinally up or down on the standard until the said clip is brought to the proper elevation to be connected with the attaching-plate by means of the screw 19. The clip is then fastened and securely clamped upon the standard by tightening the bolt 16. In order to prevent the standard from turning, the said standard is provided with a longitudinal groove or keyway 20, and the clip 14 is provided with a small projection or key 21, which engages said groove, thereby providing an interlocked engagement between the standard and the clip which will render it impossible for the standard to turn accidentally. The upper end of the standard is bent at substantially right angles to form an overhanging portion 22, and upon the end of said overhanging portion is secured a socket 23, comprising a stationary or fixed member 24 and a hinged and detachable member 25. The fixed member comprises a sleeve 26, which fits upon the end of the overhanging portion of the standard and is permanently secured thereon. The extremity of the fixed member 24 is provided with an aperture 27 to receive a curved lip or hook 28 on the outer extremity of the detachable socket member, thus providing at once a hinged and a detachable connection between the two socket members. The stationary member 24 is cut away or recessed, as at 29, so as to receive the inner end portion 30 of the detachable member, and said inner end is provided with a longitudinal open slot 31 for the passage of the threaded shank of a screw or bolt 32, upon which is threaded a clamp 33, shown in the

form of a hand-wheel, by means of which the two portions of the socket may be drawn closer together for the purpose of securely holding the ball 34 at the lower end of the canopy-staff 35. Each of the socket members 24 and 25 is enlarged near its outer end to form a hollow hemispherical portion, which when the two sections approach each other forms a cup-shaped socket in which the ball member 34 of the joint is received and clamped. The ball is provided with an annular groove 35^a, extending entirely around the same and adapted to interlock with a series of keys or projections 36, formed integrally with the inner surface of the socket members. When the parts are so interlocked, the canopy-staff is held in a perfectly upright position and cannot tilt in any direction. By loosening the clamp 33, however, the ball 34 is sufficiently released to enable the canopy-staff to be inclined or tilted in any desired direction, and it may be so held when adjusted by tightening the clamping device 33. The socket members 24 and 25 are also notched, as shown at 37, to receive the reduced neck 38, which lies between the ball 34 and the ferrule 39, which surrounds the staff 35 of the canopy. The notches 37 aid in determining whether the canopy is tilted exactly to one side or the other or to the front or rear. The ferrule 39 and staff 35 are longitudinally recessed to receive the catch 40, which engages the runner of the canopy and holds the same distended.

From the foregoing description it will be seen that I have provided a simple, cheap, and effective canopy-support the parts of which are adjustable, so as to enable the occupants of the vehicle to be shaded from the rays of the sun, no matter what the angle of the latter may be, and also protected from rain, snow, &c. The work of tilting the canopy requires but a moment, and the staff of the canopy may be securely and firmly clamped in any position to which it is adjusted, so that it will not become displaced by the jolting of the vehicle upon which it is placed. The device is adapted for all kinds of open wagons, runabouts, buggies, automobiles, &c., and may be detached in a moment when not required for use.

From the foregoing it is thought that the construction, operation, and many advantages of the herein-described canopy-support will be readily apparent to those skilled in the art without further description, and it will be understood that various changes in the form, proportion, and minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of the present invention.

Having thus described the invention, what is claimed as new, and desired to be secured by Letters Patent, is—

1. A canopy-support for vehicles comprising a standard having its lower end reduced to form a shank with a shoulder at its junct-

tion with the shank, a laterally-projecting nib or key on said shank, a compressible washer encircling said shank above the nib or key and between it and the shoulder, whereby the washer is held from coming off, and a base-plate adapted to be secured to the vehicle and provided with an opening to receive the shank, and allow for the passage of the nib or key without turning the standard, the said base-plate being received and held between the washer and the nib or key, substantially as described.

2. A canopy-support for vehicles comprising a standard, means for detachably connecting the lower extremity of said standard to the vehicle-body, an attaching-plate adapted to be secured to the vehicle-seat, a clip embracing the standard and provided with flanges to embrace and interlock with the attaching-plate, and a fastening device for fixedly connecting the attaching-plate and clip and preventing the standard from moving upward, substantially as described.

3. A canopy-support for vehicles comprising a standard, means for detachably connecting the lower end of said standard with the vehicle-body, an attaching-plate adapted to be secured to the vehicle-seat, a clip embracing the standard and provided with an extension, parallel flanges depending from said extension and adapted to embrace the attaching-plate, and a screw for detachably connecting the clip to the attaching-plate, substantially as described.

4. A canopy-support for vehicles comprising a standard having a groove in its outer wall, means for detachably connecting the lower end of said standard with the vehicle-body, an attaching-plate adapted to be secured to the vehicle-seat, and a normally-stationary clip capable of longitudinal ad-

justment upon the standard, said clip embracing the standard and having a projection which engages the longitudinal groove in the standard, and means for detachably connecting the clip and attaching-plate, substantially as described.

5. A canopy-support for vehicles comprising a standard, a sectional clamping socket-piece mounted thereon, a canopy-staff having a ball at its lower end fitting within the socket and provided with a circumferential groove, and one or more lugs or projections within the socket-piece adapted to interlock with the groove in the ball, substantially as described.

6. A canopy-support for vehicles comprising a standard, a socket-piece connected with the standard, a canopy-staff having a ball fitted into the socket, the ball and socket being provided with interlocking rigid projections and recesses within said ball-and-socket joint, substantially as and for the purpose specified.

7. A canopy-support for vehicles, comprising a standard, a ball-socket thereon having a hinged member, a canopy-staff having a ball to fit into the socket, the ball and socket being provided with rigid interlocking elements, and a clamping device acting to force the hinged member of the socket into engagement with the ball and thereby bring the rigid interlocking elements of the ball and socket into engagement with each other.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

JAMES H. SPRAGUE.

Witnesses:

J. O. WHITE,
C. B. GARDINER.